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COUNTRY East Germany

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SUBJECT Survey of the 1952 Motor Vehicle Replacement Program

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SUPPLEMENT TO
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1. As no major motor vehicle shipments have been observed passing through border crossing points on the Oder-Neisse line since mid-October 1952, it is assumed that this year's motor vehicle exchange came to an end in November. New vehicles began to arrive in East Germany in mid-February, and the first shipments of turned-in motor vehicles were dispatched to the U.S.S.R. in late March 1952.
2. Prior to late November, the GOFG received a total of approximately 11,200 new motor vehicles, while it turned in 8,800 motor vehicles to the U.S.S.R. On the basis of an estimated total equipment of 50,000 to 55,000 motor vehicles, these figures indicate that about 20 percent of the total park of motor vehicles now consists of modern and uniform types, mostly 3-ton trucks. The completion of the motor vehicle exchange program thus brought about a considerable improvement in the combat-readiness of the Soviet forces in East Germany, and increased the motor vehicle pool by about 2,400 units.
3. The 1952 motor vehicle exchange operation has been the most comprehensive since the end of the war. From July 1950 to April 1951, only 2,317 new and 2,335 old motor vehicles were shipped from the U.S.S.R. to East Germany. Most of the latter went to German factories for general overhauling.
4. It is believed that about 10 percent of the motor vehicle park, i.e. approximately 5,000 motor vehicles, must be turned in as unusable equipment every year. See also paragraph 7.
5. This year's unusually large vehicle exchange program may be due to the following reasons:
 - a. The vehicles returned to the U.S.S.R. were overage and no longer combat-worthy.
 - b. The vehicles received under the Lend-Lease program were replaced, because they required too much repair work and thus were uneconomical in operation.
 - c. The authorized motor vehicle equipment of units was increased in order to improve the mobility of the units.

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- d. Some of the new motor vehicles sent to East Germany were assigned to newly activated units.

6.

it is inferred that all four factors contributed to the expansion of the motor vehicle exchange program of 1952 to the level observed. Although the figure given for the motor vehicles returned to the U.S.S.R. is only an estimate, the data on the new motor vehicles sent to East Germany and their distribution is rather accurate. According to information available, the following numbers of motor vehicles arrived in East Germany during the period from February through November 1952:

Month in 1952	3d Shock Army	8th Gds Army	2d Gds Mecz Army	4th Gds Mecz Army	3d Gds Mecz Army	1st Gds Mecz Army	GOPG IV Arty Corps	24th Air Army	Under-mined	Total
February	-	-	-	-	-	-	124	71	-	195
March	557	322	65	139	74	165	224	-	2	1,547
April	210	97	153	193	221	104	99	62	-	1,219
May	266	205	211	176	233	309	415	-	2	1,837
June	285	145	59	449	152	231	200	-	6	1,467
July	228	353	108	227	204	232	398	6	134	1,890
August	160	138	207	343	269	99	189	7	48	1,460
September	269	225	160	87	71	-	283	14	-	1,109
October	75	73	-	27	-	-	132	54	-	361
November	28	-	-	-	53	-	25	4	-	110
Total	2,036	1,557	963	1,641	1,277	1,200	2,009	212	192	11,195

These figures indicate that the two motorized rifle armies and the Fourth Gds Mecz Army received a higher percentage of the new motor vehicle equipment sent to East Germany than the other armies of the Soviet occupation forces. Most of the motor vehicles sent to units directly assigned to the GOPG were consigned to the IV Arty Corps and the 56th Trans Regt in Wildpark. The majority of the motor vehicles sent to the Twenty-Fourth Air Army were probably assigned to newly activated AAA units employed at airfields.

7. In the future, it is expected that the vehicle replacement program will function according to order [redacted] issued by the Narodni Kommissariat Oboroni (Peoples Commission for Defence) (NKO). This order establishes the yearly norm of kilometers to be run by wheeled tactical vehicles at 3,000 km; for training vehicles this norm was fixed at 12,000 km; and for supply vehicles at 24,000 km. [redacted] the first general overhauling of motor vehicles is due between 45,000 and 75,000 km, depending on the type of the vehicle, and the second overhauling is to be performed between 85,000 and 120,000 km. On the assumption that front-line units turn in their vehicles when the second overhauling is needed and assuming that vehicles assigned to units average 11,000 km per year, the average lifetime of a motor vehicle with troop units may be estimated to be 8 to 11 years. Or, in other words, about 10 percent of the total motor vehicle equipment must be turned in every year as no longer serviceable. Therefore, it is concluded that the GOPG probably turns in about 5,000 motor vehicles annually. This average may have been considerably increased in 1952 by the fact that the turned-in motor vehicles included a high percentage of lend and lease equipment, which had been in use for 8 to 10 years, of which some were war years.

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